

--Related Applications

This is a continuation of copending Reissue Patent Application Serial No. 09/324,506, filed June 3, 1999, now RE37,231, which is a reissue of U.S. Patent No. 5,833,035, issued November 10, 1998. --

In the Claims

Please cancel claims 25-28.

Please enter the following claims:

29
19. A disc brake caliper system comprising a housing (1) to be arranged astraddle of a vehicle brake disc, two thrust sleeves (8), which are connected to a brake pad holder (6) provided with a brake pad (5) for braking engagement with the brake disc and which are axially movable in the housing at a distance from each other, a cross bar (9) connecting the two thrust sleeves, and a lever (17) for transmitting a brake force from a brake cylinder (4) attached to the housing, to the cross bar, characterized in that the mechanism including the thrust sleeves (8), the cross bar (9) and the lever (17) is a self-sustained unit for insertion in the housing (1) and further characterized in that bearing tappets (20), parallel with the cross bar (9), are fixedly connected to the inside of the housing (1) and in that the lever (17), besides an arm (18) for actuation by the brake cylinder (4), comprises a

C2
cont

curved wedge (19), having an inner cylindrical surface (19') in engagement with outer cylindrical surfaces of the bearing tappets and an outer cylindrical surface (19'') -- with greater radius than the inner cylindrical surface -- in engagement with an inner cylindrical surface of the cross bar.

³⁰
~~20~~. A mechanism according to Claim ²⁹~~19~~, characterized in that an adjuster mechanism (28) is arranged on a splined shaft (29) rotatably journalled in the bearing tappets (20).

³¹
~~21~~. A mechanism according to Claim ³⁰~~20~~, characterized in that the adjuster mechanism (28) is arranged between the two bearing tappets (20).

³²
~~22~~. A mechanism according to Claim ³¹~~21~~, characterized in that an adjuster housing (33) of the adjuster mechanism (28) is provided with external gears in engagement with a gear wheel (41) rotatably journalled in the housing (1), the gear wheel (41) in turn being in engagement with an internal gear segment (17'') in an arcuate yoke (17') of the lever (17).
